

maintenance condition. In this connection, Railway Board's letter No. 65/WDO/SR/26 dated 19/20-10-1966 may be seen. When the Chief Engineer considers that the road bed is not compacted or there is improper drainage, he may suitably restrict the maximum permissible speed depending upon the local conditions.

2.2 Bridges

- 2.2.1 The clearance refers to bridges with standard designs of girders, slabs, pipe culverts, piers and abutments etc. issued by RDSO for BGML, RBG and MBG-1987 standard loadings. However, the bearings of span 78.8 m (effective) designed for BGML standard loading as per RDSO's drawing no. BA-11154 should be strengthened by providing two additional anchor bolts.
- 2.2.2 Superstructures & bearings of non-standard spans including arches and sub-structures of all bridges are to be examined under the directions of the Chief Bridge Engineer concerned and certified safe by him in terms of current IRS Bridge Rules, Steel Bridge Code, Concrete Bridge Code, Arch Bridge Code, Bridge Sub-structures and Foundation Code etc. read with up-to-date correction slips.
- 2.2.3 Zonal Railways to certify adequacy of existing bridges for permitting rolling stock based on physical condition of bridges by keeping them under observations considered necessary by the Chief Bridge Engineer of Railway.
- 2.2.4 Location of bridges on which speed restrictions are imposed shall be notified by the Railways and incorporated in the working timetable.
- 2.2.5 (a) In loaded condition, RBG span of 78.8m(effective) is restricted to 50 kmph.
 - (b) For single-headed operation in loaded condition, track on bridges and approaches of BGML span 78.8 m (effective) shall be strengthened or modified in such a way so as to allow for dispersion of longitudinal force as per clause 2.8.3.2 of IRS Bridge Rules. In cases where dispersion cannot be allowed as per Clause 2.8.3.2 such as due to provision of SEJ in bridges etc., the bridge superstructure including bearings and sub-structure shall be checked for longitudinal force without dispersion and certified safe by the Chief Bridge Engineer concerned.
 - (c) For double headed operation in loaded condition, track on bridges and approaches of BGML spans 47.3 m, 63.0m and 78.8m (all effective) shall be strengthened or modified in such a way so as to allow for dispersion of longitudinal force as per clause 2.8.3.2 of IRS Bridge Rules. In cases where dispersion cannot be allowed as per Clause 2.8.3.2 such as due to provision of SEJ in bridges etc., the bridge superstructure including bearings and sub-structure shall be checked for longitudinal force without dispersion and certified safe by the Chief Bridge Engineer concerned.